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THE ILLUSTRATED WAR NEWS



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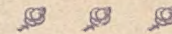
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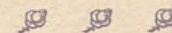
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The Illustrated War News.



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THE EXCAVATING POWER OF A GERMAN BLACK MARIA! A BRITISH OFFICER IN A PIT FORMED BY THE EXPLOSION OF ONE OF THE SHELLS.

THE GREAT WAR.

THE past week has again been rich in what Zola called "human documents" with reference to the war. Many of these were found on the persons of dead or captured Germans, but I will confine myself to the quotation of one—written by an officer fighting against us on the Aisne. After detailing the terrible sufferings and losses of his Division, belonging to the Schleswig-Holstein Corps—"of which only a small company now survives"—he wrote: "Our leaders seem to me to be quite incompetent; they seem out of their element, and are no longer masters of themselves." On the other hand, compare that picture with this—from the British side: "We have had hardish times, but nothing



WOUNDED IN ACTION: CAPTAIN THE DUKE OF ROXBURGHE.

Captain the Duke of Roxburghe, of the Royal Horse Guards, news of whose being wounded in action was received on October 22, was born in 1876. He served in South Africa, and is a Major in the Lothian and Border Horse and Vice Chairman of the Roxburgh Territorial Association. — [Speaight]

in our history has surpassed the soldierly qualities displayed by the troops you saw at Aldershot last summer. They have marched and fought and suffered hardship in the trenches (first great heat and now wet and frost) in a manner beyond all praise." This was written to an Oxford Don by Sir Douglas Haig, commanding our First Army Corps, a leader to whom his chief, Sir John French, has paid the highest compliment in despatches; and no wonder, for he comes of a Border race held to be indestructible and imperishable, according to the rhyme—

Tide, tide, whate'er betide,
There'll aye be Haigs o'
Bemerside;

which is in the Scott country, and was always prolific in "bonny fighters," to whom even Stevenson's Alan Brek, an excellent judge of swordsmanship, would have respectfully doffed his bonnet.

Three other "human documents" to which passing reference may be made were to be found in the same column of a morning paper. One was a ukase of the Tsar running: "I have decided to prohibit for ever in Russia the Government sale of alcohol"—and in particular vodka, the Muscovite equivalent of our "mountain dew," of which everyone in Russia, including the Grand Dukes themselves, has hitherto taken a nip with his "Zacouska," or appetising bite of caviare before a meal. A second "document" was a War Office announcement that the Crown Prince of Japan—and what a generous youth he must be!—had, "through an aide-de-camp, delivered a most gracious message to the British troops operating with the Japanese forces before Tsingtau, and has presented them with a gift of refined saké (rice-wine)."

"Human document" No. 3 was a letter from one of our gallant "Tommies" enumerating the commissariat luxuries in which he and all his comrades revelled, including "plenty of tobacco and rum"—whereof 180,000 gallons had recently been sent to the Front to warm the cockles of their hearts in the cold and rainy trenches o' nights, what time the enemy's "Jack Johnsons" come bursting about their ears with earthquake and volcanic force. Opinions are divided as to the wisdom or otherwise of a "teetotal war," but what has always been deemed to be essential to the comfort and efficiency of the British Navy—which certainly did not win Trafalgar on tea and soda-water—continues to be served out to the British army in the field; and it is doubtful whether Cawnpore and Lucknow would have been relieved by the forced marches of our heroic troops in that roasting clime but for the copious supplies of porter which followed in their wake.



KILLED IN ACTION: MAJOR LORD JOHN SPENCER CAVENDISH.

Major Lord John Spencer Cavendish, D.S.O., of the 1st Life Guards, whose death in action is reported, was the youngest brother of the Duke of Devonshire and was born in 1875. He joined the Army in 1897, and won his D.S.O. in the South African War, receiving also the Queen's Medal with six clasps.

Photograph by Lafayette.

[Continued overleaf.]



GUARDING THE BRAIN OF THE ARMY: BRITISH CAVALRY ESCORTING THE GENERAL STAFF IN FRANCE.

The strictest secrecy is being maintained, as an obvious common-sense precaution, as to the whereabouts of Army Headquarters from time to time. Peculiarly needful is this reticence because of the prevalence of spies and the unscrupulous activities of German bomb-dropping airmen. Only the other day, for instance, an attempt was made to kill General Joffre by an aeroplane bomb while his motor-car was

traversing a road. In both armies—in the armies, indeed, on both sides—motor-cars are the usual means of getting about for the commanders and their staffs, the chargers being sent ahead to tactical points from which the Generals desire to view the progress of the fight. Cavalry escorts, of course, attend the Generals while on the move.—[Photo. by Newspaper Illustrations.]

Other "human documents" of a more formal, but still most interesting, kind produced in the course of the week were the naval despatches of Sir David Beatty and his subordinates detailing the doings of our "bulldogs of the brine" in the Bight of Heligoland towards the end of August—a Bight in which our submarines had been quick to make their appearance *three hours after the declaration of war*. So who shall say that our sailors are not just as prompt as they are deviceful and bold?

Ye gentlemen of England
Who live at home in ease,

How little do you think upon
The dangers of the seas!

—which are now more terrible than ever they were, in these days of mines and submarines, and battle-ships which may at any time become tombs of brave men. Yet how supremely well did all our officers and men comport themselves in the ordeal to which, for the first time, they were submitted—proving that it is less the gun than the man behind it which counts. And then the way in which our lighter craft and submarines drew an impenetrable cordon across the North Sea so as to secure absolute safety for the passage of our transports conveying so many thousands of men and horses, and such mountains of stores, to the shores of France without the loss of a single life, or a single tin of "Tommy's" bully-beef—which is one of the secrets of his fighting power!

In this respect our soldiers are like Bismarck, who once, during the war with France, remarked: "If I am to work I must be well fed. I can make no proper peace if they don't give me proper food and drink:

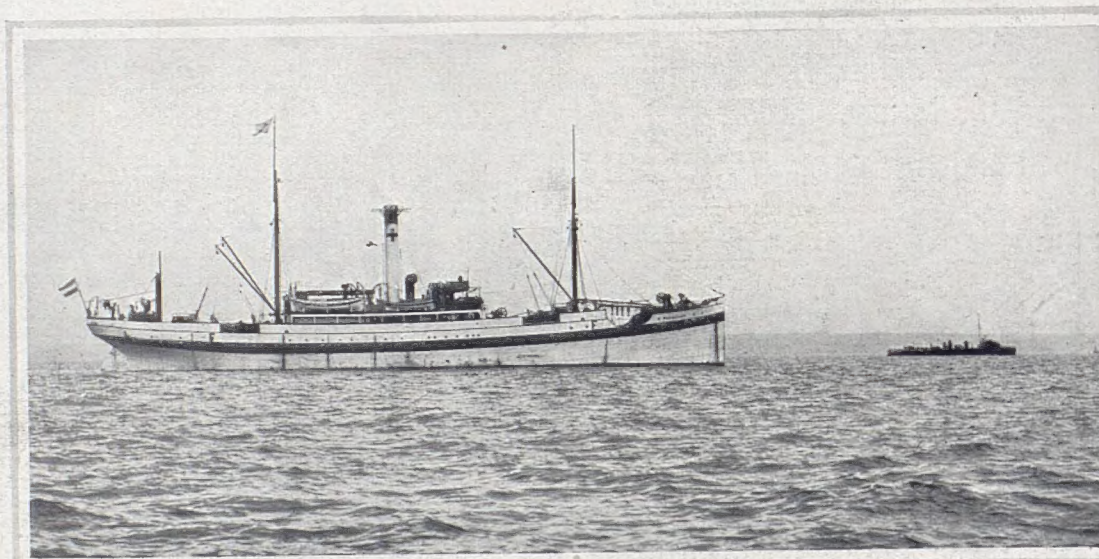
that is part of my pay"—which recalled the reply of Clearchus, the Lacedæmonian exile (as recorded by Xenophon), to the envoys of the Persian King, "that there was no one who would dare to talk to the Greeks of a truce without first supplying them with a breakfast." Similarly, it was said of Wellington that if he wanted an Irish regiment to be at a given point by a certain time he held out to them the prospect of a drink all round; while the analogous stimulus to the Scots was the certain promise of their arrears of pay; whereas the irresistible inducement to a battalion of regular John Bulls was the dazzling offer of a dinner of roast beef and beer.

But as touching the doings of our present-day John Bulls in the Bight of Heligoland and the waters of Holland, where they have been diverting themselves by the sinking of German destroyers, while smiling at the continued depredations of the *Emden* in the seas of India—whose time will come, they know it will—it has also to be recorded of them that they have now extended the area of their operations to the Belgian coast, and been showering their howitzer and heavy-gun compliments on the Germans advancing along from Ostend—where, like Xenophon's soldiers, they had

shouted out, "Thalassa! Thalassa!"—"The sea! The sea!"—towards Dunkirk and Calais, which they aimed at occupying as a menace to England, little more than twenty miles away.

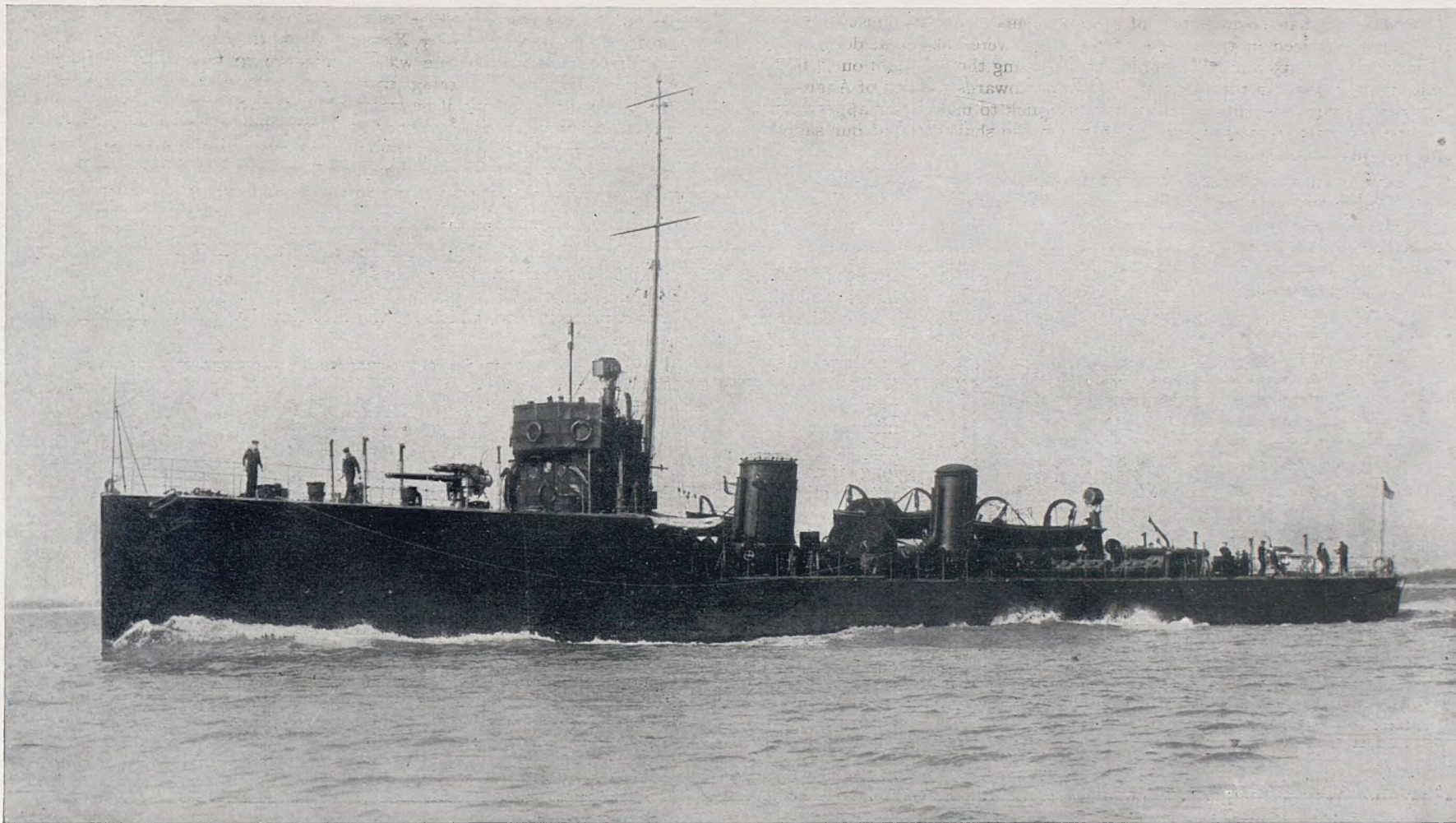
There might have been something in this threat had the Channel Tunnel already been in being, for they could at least have seized its French end, and even destroyed it, thus converting twenty to thirty millions of

[Continued overleaf.]



A GERMAN HOSPITAL-SHIP WHOSE WIRELESS HAS BEEN DISMANTLED: THE "OPHELIA."

The "Ophelia," a German hospital-ship with one hundred beds and flying the Red Cross flag, was recently brought in from the North Sea by a British war-ship, to be examined. She was found to have a wireless installation, which was dismantled, and she is being guarded by a torpedo-boat.—[Farrington Photo. Co.]



RAMMER AND SINKER OF A GERMAN SUBMARINE OFF THE DUTCH COAST: H.M. DESTROYER "BADGER."

The Secretary of the Admiralty stated on October 24 that a German submarine had been rammed and sunk by the destroyer "Badger" (Commander Charles A. Fremantle), off the Dutch coast. A telegram was sent to H.M.S. "Badger": "Admiralty are very pleased with your good service." The "Badger" is a turbine destroyer of 780 tons, with a speed of 32 knots, and is a 1911 boat, carrying two 4-inch,

and two 12-pounder guns. Commander C. A. Fremantle is the fourth son of the late Hon. Sir Charles William Fremantle, and Admiral the Hon. E. R. Fremantle is his uncle. Entering the Service in 1894, he was promoted Lieutenant in 1900; Commander in December 1913; and appointed to the command of the "Badger" in July 1912. He married a daughter of Sir William Wedderburn.—[Photo. by C.N.]

Anglo-French capital into so much marine mud. But now that the Germans have demonstrated their capacity to come within striking distance of Calais, it is probable that they will thus seem to have knocked, once and for all, the bottom out of the Tunnel scheme, which has lately been revived, with more enthusiasm than wisdom, by the advocates of the enterprise in France and England; and that we shall hear no more of Parliamentary deputations and propagandist committees on the subject for a long time—or, better still, for ever.



GERMAN CORSAIRS IN THE PACIFIC: IN THE MARKET-PLACE OF PAPEETE, TAHITI, AFTER THE BOMBARDMENT.

On September 22 the German cruisers "Scharnhorst" and "Gneisenau" appeared off Papeete, the capital of the French island of Tahiti, in the Pacific, sank an obsolete French gunboat, the "Zélée," lying disarmed and out of commission, and then wantonly bombarded Papeete, which is an open town. Our photographs were taken on the morning after the bombardment.

by the British flotilla of monitors and other war-vessels which accompanied them in their laborious march along the Belgian coast—the more so since amphibious, or terraqueous, warfare of this kind is something of a rarity. It was witnessed at Nan-shan, near Port Arthur, during the Manchurian campaign, when the Japanese shelled the advancing Russians from the sea; while in the Crimea, too, the assault on the heights of the Alma was diversified by the bombardment of the Russian left flank by the Allied fleets.

It would have been a fine spectacle for the holiday-makers by Dover and Folkestone excursion steamers, if they could have got close enough, to witness the shelling of the Germans

In 1864, too, when the Prussians were engaging in the campaign against Denmark for world-power of which the present war is but the nefarious continuation, their position in front of the Redoubts of Düppel was repeatedly shelled from the sea by the redoubtable *Rolf Krake*, which gave the Danes supremacy in the Baltic; and in 1889—the second year of the present Kaiser's reign—the usual autumn manoeuvres took the form of a second storming (by searchlight) of the famous Düppel Redoubts with the co-operation of the German fleet, which our Admiral, Phipps-Hornby, was present to see and report upon. The configuration of the coastline and the hinterland was very favourable to such a terraqueous operation, but as for the dunes of Belgium—ah, that is a very different problem.

It is a problem, too, which for the first time has called into battle all the three elements of earth, sea, and sky—our planes and balloons have been sent up to direct the enfilading fire of our naval flotilla from the sea, which, according to the accounts of prisoners, was of a most destructive kind; while one of their assailing submarines was also rammed and sunk. Yet it must be owned that it argues considerable courage and skill on the part of our enemy to have been thus able to send down to the



GERMAN CORSAIRS IN THE PACIFIC: A STORE AT PAPEETE FIRED IN THE BOMBARDMENT AND A TREE SMASHED IN HALF BY A SHELL.

The "Scharnhorst" and "Gneisenau" in their attack on Papeete, in Tahiti, fired about a hundred and fifty shells. The Germans, however, did not attempt a landing, on seeing the defiant attitude of the population supporting a small French Colonial infantry detachment and some sailors.

[Continued overleaf.]



CANINE AMBULANCE-WORKERS: GERMAN WAR-DOGS USED TO FIND WOUNDED AFTER A BATTLE.

For many years past the German Army has been paying attention to the training of dogs for service as auxiliaries in war. It employs dogs, indeed, in many capacities, both as active agents in offensive warfare as well as helpers in humanitarian work. Our illustration shows Red Cross dogs ready to start out with an ambulance party after a battle. The German field ambulances use them to run all over

the battlefield in search of wounded, especially where the fighting has taken place in wooded or difficult country. As our photograph also makes evident, German ambulance-men carry rifles. All Red Cross workers are permitted to bear rifles under the Geneva Convention, in order to deal with marauders found plundering on the battlefield and to defend themselves if attacked by these.—[Photo. Illus. Bureau.]

Belgian coast from Emden or Wilhelmshaven submarines which not only eluded our vigilant scouts, but also gave the go-by to our mine-fields in the North Sea. Let us never commit the mistake of underrating so daring and deviceful a foe.

In the present war the Germans have had many eye-openers, disillusionments, disappointments, and exasperations. For one thing, our "contemptible little army" has now become with them an object of respect, and even dread; while its Belgian counterpart has also ended by inspiring its opponents with feelings very different from those with which it was at first regarded. The one thing the Kaiser's helmeted bullies cannot forgive it for is its escape from Antwerp, and the lining of itself up, under its heroic King, on the left flank of the Anglo-French Allies, with its own left resting on the sea. Like Antæus, the Belgians—who were the "best and bravest" fighters in Julius Cæsar's time—only seem to have acquired fresh strength and vitality from contact with their mother-earth. Now that they are acting in line and in harmony with the Allies, their value to the common cause is very much enhanced.

Meanwhile, the Germans are further than ever from their objective—Paris. Their bulletin-writers may say what they like, but the truth must have already sunk into their souls, "Wir kommen nicht vorwärts"—"We're not getting on," "We're not making progress"—which is the next best thing to going back. It is not so much the disablement by disease of their second "Moltke"—nephew of the first one—which is accountable for this as the meddling and muddling of the ineffective, histrionic Kaiser, and

above all, the progress of the Russian arms on the Vistula, which, strictly speaking, has far more strategical importance for us than the Rhine.

Or, put it in this way: that the Allies, with all their courage and achievements, will never be able to cross the Rhine until the Russians are on the Oder—unless, indeed, the Germans were to commit the crowning folly (and crime) of violating Dutch neutrality for the sake of Antwerp, which would be the very best thing that could happen for us by thus leaving us free to seal up the ports of Holland—thereby closing them as German avenues of supply, and also pour troops through that terraqueous country to turn the line of the Rhine, and even threaten Wilhelmshaven with investment, so as, at last, to enable us to realise Mr. Churchill's dream of getting "the rats dug out of their holes" and driven into the open to be snapped up by our bull-terriers.

In the west it is the Allies who can stem the tide of German invasion, but it is to Russia in the east that we must look to turn it. And so far the Russians seem to be doing well in this direction, though the telegrams about the fighting in this portion of the theatre of war continue to be conflicting and confusing—the more so as the geography of Western Poland is by no means so clear to the British mind as that of Belgium and France. But from the "fog of war" in the eastern area there emerges at least this salient fact—that the German march on Warsaw has proved as much of a failure as the German rush for Paris, and that the Kaiser is consequently suffering from bitter chagrin at the thought of having been derided a triumphal entry into either capital at the head of his helmeted Huns.

LONDON, OCTOBER 26, 1914.



A SEAT OF LEARNING AS A HOME OF HEALING: THE GREAT HALL OF BIRMINGHAM UNIVERSITY AS A HOSPITAL FOR WOUNDED SOLDIERS.

Photo. by Illustrations Bureau.



A CONTRAST TO THE GERMAN GRAVES: THE LAST RESTING-PLACE OF BRITISH SOLDIERS IN FRANCE BEDECKED WITH FLOWERS.

As mentioned under the illustration on the opposite page, showing some graves of German soldiers buried by the French, both the photographs were taken at Bagneux, near Paris, where the two sets of graves express the natural difference of feeling on the part of the French towards their enemies on the one hand, and their friends and Allies on the other. It will be seen that, while the German graves

are left bare but for the simple wooden crosses with their inscriptions, those of the British soldiers who have died for their country and for France are lavishly bedecked with flowers. Over these graves, and thousands like them on the battlefields of France, what was but an Entente Cordiale has blossomed into an unfading spirit of comradeship and love.—[Photo. by Besse-Clavigny.]



THE ART OF CONCEALMENT IN MODERN WAR: BRITISH ARTILLERY-MEN WITH THEIR GUN IN A "DUG-OUT."

Owing to the accuracy and long range of modern gun and rifle fire, the activities of air-scouts, and other causes, success in warfare to-day depends largely on the art of hiding. In the accounts of the present campaign in France reference is continually being made to the fact of artillery or machine-guns being "cleverly concealed," while, on the other hand, the great object of the troops against which fire

is directed is also to "take cover." The great battle of the Aisne was, in the main, a long process of entrenchment and counter-entrenchment, under incessant artillery-fire. The British troops greatly developed the art of entrenching, "the necessity for which," wrote Sir John French in his despatch of the 8th, "I impressed strongly upon Army Corps Commanders."—[Photo. by C.N.]



THE ART OF CONCEALMENT IN MODERN WAR: A GERMAN ADVANCE-PATROL UNDER COVER IN BELGIUM.

On the opposite page we illustrate an example of the British method of concealing a gun in action during the war. Here, by way of comparison, we give a photograph which shows how the Germans use the natural features of the countryside for taking cover. An advance party of German scouts has been sent on ahead during the recent westward movement in Belgium, to reconnoitre the strength and

position of the Allied forces. The men are seen concealed in a tree and behind some stacks on a farm. In the foreground on the left is one wearing an Iron Cross, while two others are busy plucking fowls. It is interesting also to compare the types of men in the two photographs, as well as the details of their equipment.—[Photo. by Newspaper Illustrations, Ltd.]



A BRITISH OFFICER AND A BIG GERMAN SHELL: A SIZE-COMPARISON AT THE FRONT.
The formidable character of the projectiles from the German heavy guns to which the British troops have been subjected is well shown in this photograph. As the shell is seen foreshortened owing to its position, it does not, perhaps, appear quite so long as it really is. No wonder efficient entrenchments and bomb-proof shelters were found necessary in the battle of the Aisne!—[Photo. by C.N.]



RECOMMENDED FOR THE V.C.: SURVIVORS OF "L" BATTERY'S HEROIC EXPLOIT.
"L" Battery of the Royal Horse Artillery performed a heroic deed during the great retreat to the Marne. Through an order to retire not reaching them, they were left to face ten German field-guns and two Maxims. Until all but three were killed or wounded, they stuck to their guns, and silenced the German fire. On the left is Gunner Derbyshire; on the right, Driver Osborne.—[Photo. by G.P.U.]



A WAR PICTURE BY THE CAMERA: FRENCH TRANSPORT ON A WOODED COUNTRY ROAD NEAR THE AISNE

Most of the photographs from the seat of war are of interest chiefly because they are realistic, but as a rule there is comparatively little of the picturesque about them. Occasionally, however, and as it were by accident, the camera succeeds in recording a scene which combines both qualities, as in the case of the photograph here reproduced. It was taken on one of the roads leading to the Allies' positions

during the Battle of the Aisne, and shows some French transport-vehicles and an ammunition-wagon, with the troops in charge. There was an unceasing stream of such military traffic along the roads leading to the battlefields, as may well be imagined in view of the immense numbers of men who had to be kept supplied with provisions and the requisites of war.—[Photo. by Newspaper Illustrations, Ltd.]



A BATTERY OF BRITISH FIELD ARTILLERY ON THE MARCH ACROSS OPEN COUNTRY IN FRANCE: A FORCE WHICH HAS

Our photograph shows a battery of British Field Artillery on the march across open country in France. With what magnificent self-devotion our gunners have borne themselves on every occasion, needs no retelling. Who, for instance, was not thrilled with pride the other day on reading the matchless story, told in every newspaper in the land, of how "L" Battery, R.H.A., fought their guns till only three were left out of some

200 officers and men. One of the outstanding points in connection with the war, furthermore, has been the marked predominance of the cannon everywhere—recalling to mind, indeed, Napoleon's dictum on the relation between artillery and the other arms in his day. It may be added that the battery shown in our illustration belongs to the field artillery. The difference between a field and a horse-artillery battery is recognisable at



BEEN PROVING ONCE MORE THE NAPOLEONIC DICTUM THAT ARTILLERY-FIRE IS THE DOMINANT FACTOR IN WARFARE

all times. In the field artillery the gunners ride on the gun-carriages and wagons; in the horse artillery everybody is on horseback. Horse artillery are specially meant to act with cavalry, and mobility and speed are the prime essentials with them. Field artillery are primarily for service with infantry. Horse artillery, as happens, was originally a German invention. It was introduced by Frederick the Great, and after that,

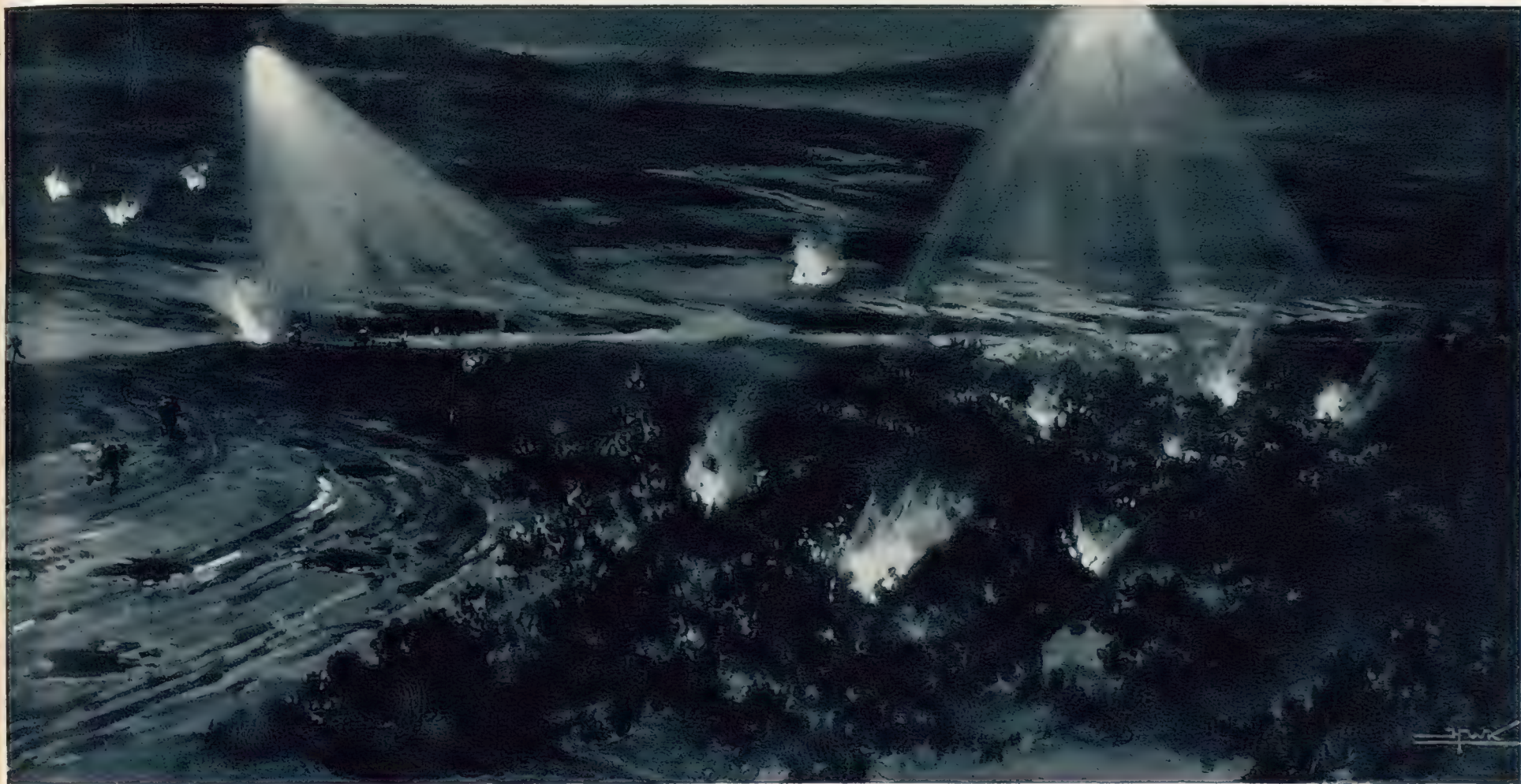
at the beginning of the war with France and Napoleon, was adopted by England and improved on until no horse artillery in Europe could match ours. The motto of our British Royal Regiment of Artillery, which includes the field, horse, and garrison artillery, is *Qui Pars a Gaudet Imperii*—Where Duty and Glory Lead. How nobly they are acting up to it now we all know.—*Photo. by Reuters Press.*



"FEEDING THE BRITISH LION IN HIS DEN": HOW THE GERMANS SOUGHT TO PREVENT THE DELIVERY OF RATIONS

Throughout the fighting along the Aisne valley, the Germans made persistent efforts every night to prevent food-supplies reaching the British in the trenches and quarries in which they were ensconced. Access to the British advanced lines was impossible in daylight, as the ground to be crossed was dangerously under fire, and the rationing of the troops had to be effected after dark. Getting to know that, the Germans took

to sending up salvos of "parachute-light shells" at intervals in rear of the British position, following each discharge of illuminants with shrapnel shells aimed at any transport-wagons on the move disclosed by the parachute-bombs. Our illustration is from a sketch made during one of these bombardments. Owing to the cut-up state of the roads, deeply pitted everywhere with cavernous holes made during the day by shells



TO THE TROOPS IN THE AISNE QUARRIES, BY SHELLING UNDER THE LIGHT OF PARACHUTE ILLUMINATING SHELLS.

("Black Marias" and others), country wagons were used by the Army Service Corps. Many casualties took place among men and horses caught on the move. The light-bombs work as follows: Cleft apart by a very small bursting charge, the shell opens and the cloth parachute folded inside drops out, swinging below a magnesium light set on fire by the explosion of the shell, which sheds its glare for half a minute

over a large area. "Leuchtgeschosse," or illuminating-projectile, is the German name for the missiles employed. It aptly describes the function they perform. Magnesium is the usual illuminant; with a time-fuse, set to act as the shell is over the area to be examined, the altitude being chosen to allow as long as possible for the irradiating effect.—[Drawn by H. W. Koekkoek from a Sketch by Frederic Villiers.]



WHERE "THE BOOM OF THE GUNS AND THE SCREAM OF THE SHELLS" ARE INCESSANT: BRITISH TROOPS IN THE TRENCHES.

"Our men have made themselves fairly comfortable in the trenches," wrote the "Eye-witness present with General Headquarters" in his descriptive account, dated October 13. "At all points subject to shell-fire, access to the firing-line from behind is provided by communication-trenches. These are now so good that it is possible to cross in safety the fire-swept zone to the advanced trenches from the

billets in villages, the bivouacs in quarries, or the other places where the headquarters of units happen to be. To those at home the life led by our men and by the inhabitants in this zone would seem strange indeed. All day, and often at night as well, the boom of the guns and the scream of the shells overhead continue."—[Photo. by Illustrations Bureau.]



AN EXAMPLE OF "MORE EFFICIENT AND THOROUGH ENTRENCHING": BRITISH TROOPS RESTING IN SHELTERS CONNECTED WITH THE TRENCHES.

In his despatch of October 8 Sir John French said, in allusion to the shells from the German 8-inch siege-guns used at the Battle of the Aisne: "Throughout the whole course of the battle our troops have suffered very heavily from this fire, although its effect latterly was largely mitigated by more efficient and thorough entrenching, the necessity for which I impressed strongly upon Army Corps

Commanders." In order to assist them in this work, all villages within the area of our occupation were searched for heavy entrenching-tools, a large number of which were collected." "Eye-witness" writes, "Considerable ingenuity has been exercised in naming the shelters. Amongst other favourites are 'The Hotel Cecil,' 'The Ritz,' 'Hotel Billet-doux,' 'Hotel Rue Dormir,' etc."—[Photo. by Illustrations Bureau.]



OPERA HATS, "MEXICAN" STRAWS, BATTERED "TOPPERS," AND OTHER "WEIRD HEAD-DRESSES" IN THE TRENCHES: BRITIS

Although the clothing and general equipment of the Expeditionary Force was excellent and thorough at the outset, there has naturally been, in the course of the campaign, a good deal of wear-and-tear and loss in the matter of outfit, which it has not been possible to replace. In these circumstances, the British soldier has shown his usual resourcefulness. An officer writing home from the Front said recently: "The weird head-dresses (especially) and clothing that the troops adopted, having lost their own, were most laughable. I saw men wearing all sorts

of civili
: inste
of life



ES: BRITISH SOLDIERS WHO HAVE LOST THEIR SERVICE CAPS WEARING VARIOUS SUBSTITUTES.—DRAWN BY A. C. MICHAEL.

of civilian caps, soft felt hats, and straw hats : another man with either an opera hat or a broken silk hat. Also big straw hats such as the Mexicans wear, and a quaint makeshift, instance, of a khaki cover for a cap." It may easily be imagined that this curious assortment of head-gear led to a great deal of humorous chaff, which brightened the monotony of life in the trenches. The men put up with all their makeshifts and discomforts with the utmost good-humour.



WOODEN "GUNS" THAT BAFFLED THE GERMANS: A DUMMY BATTERY OF LOGS TO DECEIVE THE ENEMY'S AIRMEN.

An ingenious device has been used by the Allies to deceive the German airmen who hover above the Franco-British lines and signal the positions of guns to their own artillery, by a method which was described in one of the official descriptions by the "Eye-Witness with the British Headquarters." "If a suitable target is discovered, the airman drops a smoke ball directly over it or lets fall some strips

of tinsel." The drawing shows a German aeroplane making off after dropping a smoke-ball over two dummy guns consisting of logs. Meanwhile, a real gun is seen, on the left, ready to take up a position elsewhere now that the German airman has departed. A photograph of two dummy guns appears on another page.—[Facsimile Sketch by Frederic Villiers, Special War-Artist at the Front.]



CURIOSITIES OF WARFARE: DUMMY GUNS; AN AIRMAN'S "COLOURS"; AND A "LAKE" ORIGINATED BY A GERMAN SHELL.

The new conditions of warfare, particularly the elements introduced into it by aviation and the new heavy siege-artillery, have brought into being various unfamiliar incidents and accessories. Three examples are illustrated on this page. Photograph No. 1 shows some dummy guns constructed by the Allies to deceive German airmen and cause them to direct the fire of their guns upon these tree-trunk batteries.

Such a device was used by the French at Soissons, and an American correspondent stated that the Germans had shelled that "fake-battery" for more than two weeks. Photograph No. 2 shows an aeroplane with the Union Jack painted on one of its wings. No. 3 shows a big hole in the ground made by a German shell and converted by rain into a pond.—[Photos. by Illustrations Bureau.]



THE THREE MONITORS OF THE LAND-AND-SEA BATTLE: THE "SEVERN," "HUMBER," AND "MERSEY."

The monitors, "Severn," "Humber," and "Mersey," which have been rendering such effective aid to the troops in the coast operations near Ostend, by shelling the German trenches, are river-monitors built for Brazil by Messrs. Vickers, Maxim, at Barrow. They were acquired by the Admiralty on the outbreak of the war. The three are sister-vessels, each of 1200 tons displacement, carrying 2-inch

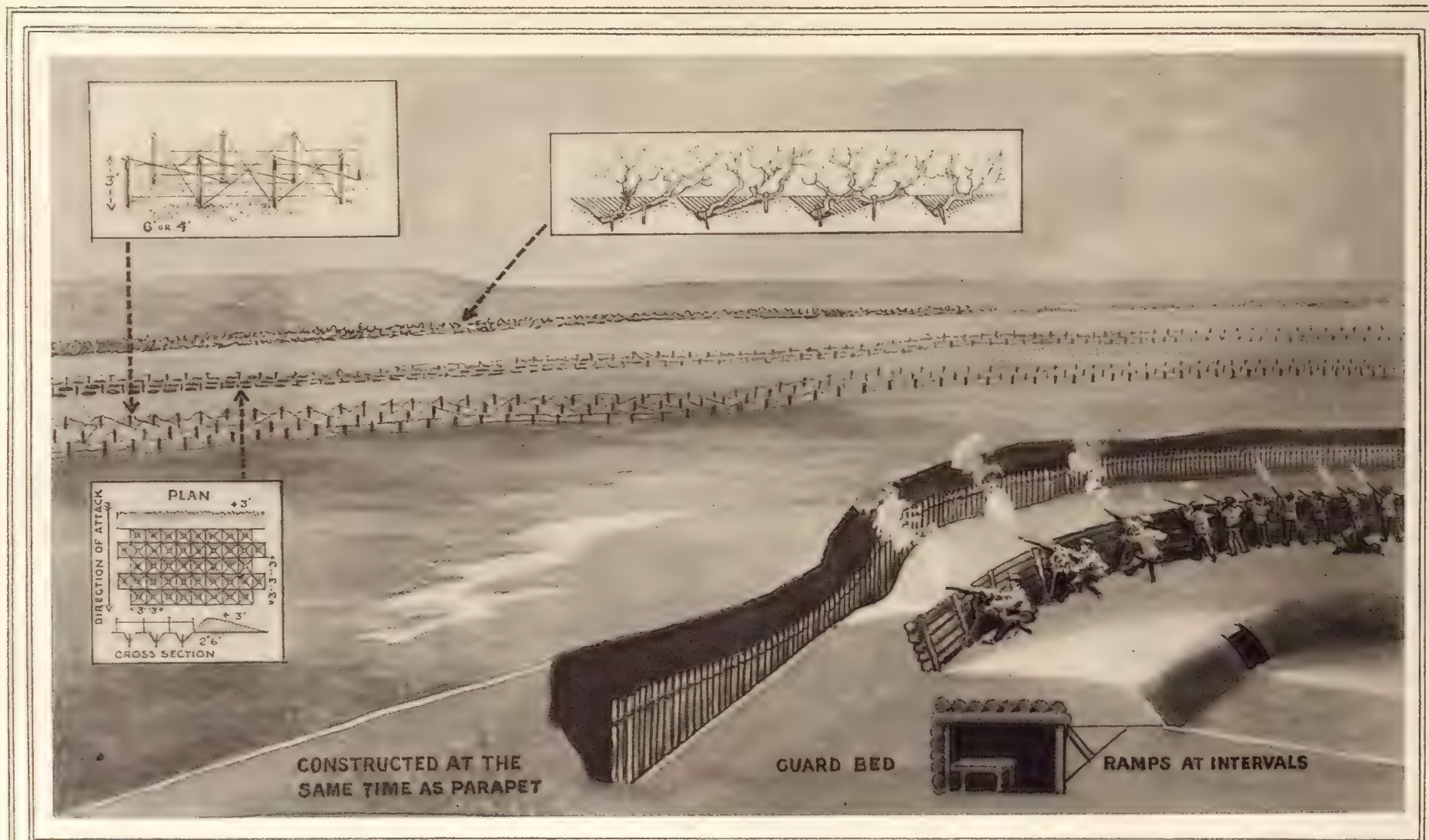
armour on their sides, 265 feet in length and 49 feet broad, but drawing only 8½ feet of water with a speed of 11½ knots. Each mounts a pair of 6-inch guns, carried in an armoured turret forward, worked by electricity; two 4.7 naval howitzers, mounted on the upper deck aft; and six rifle-calibre machine-guns on the boat-deck and bridges.—[Photo. by C.N.]



THE BRITISH MONITORS' LONG-RANGE GUN: A TYPICAL 6-INCH QUICK-FIRER.

Our photograph shows the type of long-range gun carried on board the monitors "Severn," "Humber," and "Mersey"—the 6-inch quick-firer, a weapon that is capable of getting-off nine or ten aimed shots a minute and discharges a 100-lb. projectile with force, at close range, sufficient to penetrate two feet of solid iron. The two 4.7-inch naval howitzers which each of the three vessels carries weigh over

11 tons apiece, three tons more than does the 6-inch gun. They can be trained with an elevation of 70 degrees. These howitzers are short pieces, only 7½ feet in length, as compared with the 27 feet length of the 6-inch Vickers Maxim quick-firer. As noted elsewhere, the monitors' 6-inch guns are mounted in turret. *Photo by (1914)*



FIELD-FORTIFICATIONS WHICH MAY CALL FOR SIEGE OPERATIONS: A REDOUBT—BOMB-PROOF SHELTERS AND (INSET) TYPES OF DEFENSIVE OBSTACLES.

The war has made the subject of field-fortifications one of general interest. In an article on "Protection for the Fighting Line of an Army," published in the "Scientific American," Lieutenant-Colonel Leon S. Roudiez, a distinguished officer of the United States Army, writes: "Redoubts are the most complicated types of field fortifications, and in some instances have compelled an assailant to resort to a siege to

secure the capture of the position. This, however, was before the days of the 11-inch howitzer. . . . In addition to the trenches, including parapets, ditches, abattis, trous de loup, wire-entanglements, etc. [shown in illustration], armies . . . find it necessary to hold small towns and villages." The arrows in the drawing indicate the positions of the various obstacles shown in the inset diagrams.



THE MODERN SCIENCE OF MILITARY ENTRENCHMENT: IRREGULAR GROUPS OF TRENCHES WITH ZIG-ZAG COMMUNICATION-PASSAGES.

In his article in the "Scientific American" quoted on the opposite page, Lieutenant-Colonel Roudiez writes: "It often happens that a line of lying-down trenches may develop into a line of deep trenches with splinter-proofs, cover, and communication-trenches for the supports as well as gun-emplacements for the artillery; thus taking on all the characteristics of a position in readiness. . . . The line or

lines of trenches are not necessarily continuous. They usually form irregular groups of entrenchments distributed along the front of the position, the firing trenches facing the enemy's lines or the avenues of approach." The communicating trenches connecting the firing trenches with the cover trenches, as shown in the illustration, are so constructed that they cannot be swept by fire for their whole length.



THE HERO OF THE AIR RAID ON DÜSSELDORF ZEPPELINS: FLIGHT-LIEUTENANT R. L. G. MARIX (TO THE LEFT, ON THE CAR) AT OSTEND.

In the recently published Memorandum by the Director of the Admiralty Air Department it is stated: "Flight-Lieutenant Marix, acting under the orders of Squadron-Commander Spenser Grey, carried out a successful attack on the Düsseldorf air-ship shed during the afternoon of October 8. From a height of 600 feet he dropped two bombs on the shed, and flames 500 feet high were seen within thirty seconds.

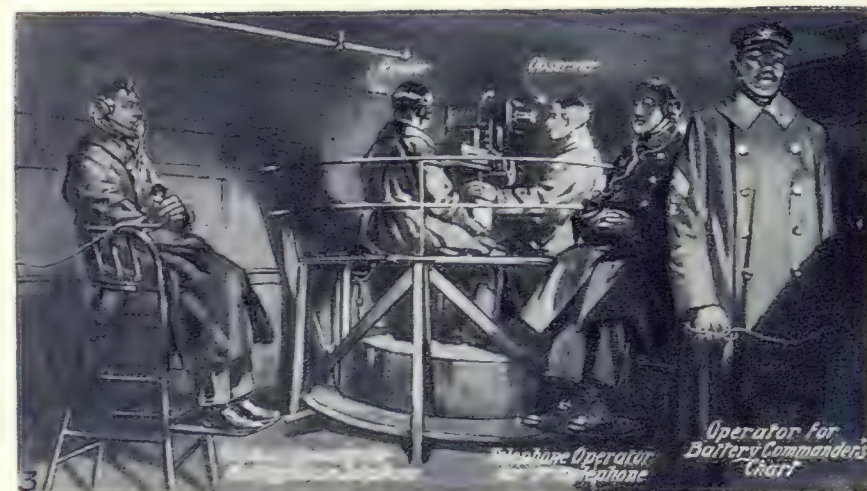
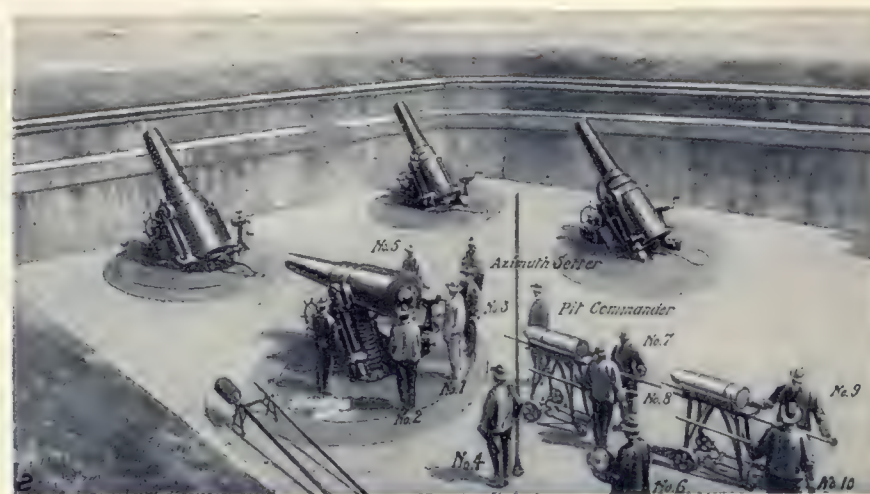
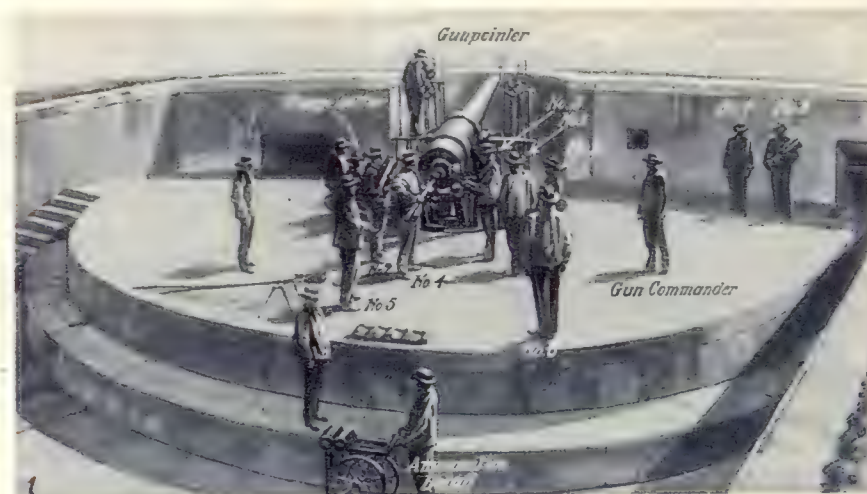
The roof of the shed was also observed to collapse. Lieutenant Marix's machine was under heavy fire from rifles and mitrailleuse and was five times hit whilst making the attack." Lieutenant Marix is seen on the left-hand side of the photograph, standing on an armoured car outside the Headquarters Hotel at Ostend. The photograph was taken on the day after his memorable exploit.



TOMMY ATKINS SHOWS HIS APPRECIATION OF FRENCH RATIONS: "SCRUMMING" FOR BREAD FROM A SUPPLY-TRAIN.

The French title given to this photograph is "Soldats anglais à l'assaut d'un wagon de pain." Evidently the British soldier appreciates the French skill in baking, as well as other forms of cookery, and his assault on the commissariat of our gallant Allies appears to be almost as fierce as his assaults on the enemy. The scene round the French supply-train here illustrated is strongly reminiscent of a Rugby

football "scrum." Wherever they go in France, it has often been mentioned in letters from the Front and other unofficial "despatches," the British troops are treated with the utmost kindness by the French people, and want for nothing. Our own commissariat arrangements are excellent, and the work of the Army Service Corps, often done at great risk, has earned universal approbation.



WAR BETWEEN LAND-FORCES AND SEA-FORCES: THE SCIENTIFIC METHOD OF WORKING MODERN COAST-DEFENCE ARTILLERY.

In view of the report that British war-ships were taking part in the operations near Ostend, these illustrations of some methods employed in coast-defence are just now of particular interest. Drawing No. 1 shows a disappearing rapid-fire gun in an American fort, with the men in their positions at the command, "Load!" This gun fires more rapidly than the 6-inch barbette type. No. 2 shows one of

the pits of a 12-inch mortar battery, and the men's position at the command, "Posts!" No. 3 shows a range-finding room, with the observer at work and the telephone in use. No. 4 shows the plotting-room with men at work finding the "predicted range" which is communicated to the guns of the battery with the "predicted time."—[Drawn by H. W. Koekoek from Photographs in the "Scientific American."]



MODERN COAST-DEFENCE : HOW AN UP-TO-DATE SHORE BATTERY WORKS ON MATHEMATICAL LINES AGAINST AN ENEMY'S FLEET.

The leading hostile war-ship having been sighted, its position is found by observing the angles the ship makes at two observing-stations, B1 and B2, situated at the end of a common base-line of known length. These angles are telephoned to the plotting-room, where the position of the ship is found. From the plotting-room the proper elevation, etc., is telephoned to the gun. All the fire-control

instruments and stations are located at obscure places in the fort reservation, and are amply protected by parapets of earth and concrete. They are connected with each other by underground telephone, telautograph, or speaking-tube. The "predicted range" is sent to the guns, and the "predicted time" is given by a bell.—[Drawn by H. W. Koekkoek from Photographs in the "Scientific American."]



OVERCROWDED WITH BADLY WOUNDED GERMANS: IN ONE OF THE "ETAPPEN" (OR, LINE OF COMMUNICATION) HOSPITALS.

In addition to the regular field-hospitals, six of which are attached to each German army division, "Etappen," or Line of Communication, hospitals are formed as required at convenient points on the main roads between the troops in the field and the army corps bases. Our illustration, reproduced from a German paper, shows the interior of one of these. The sketch, which was made by a German official,

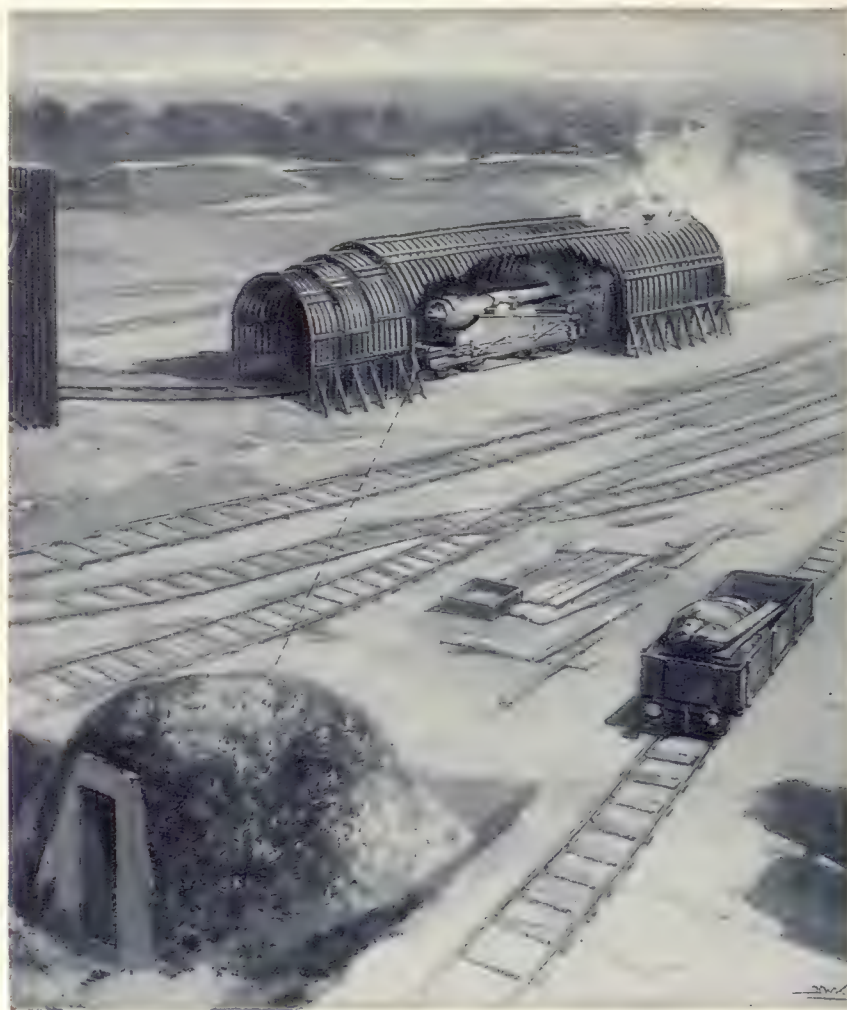
conveys the impression of the place being uncomfortably overcrowded. The "Etappen" lazarets are ordinarily in the charge of auxiliary and voluntary societies for aiding the wounded, and supplement the regular "War Hospitals," whose business is to take over from the field hospitals wounded who cannot be sent to their homes, when the field hospitals move in following the army.



LIKE A PAINTING BY JOSEPH BAIL: A SISTER TENDING WOUNDED IN FRANCE.

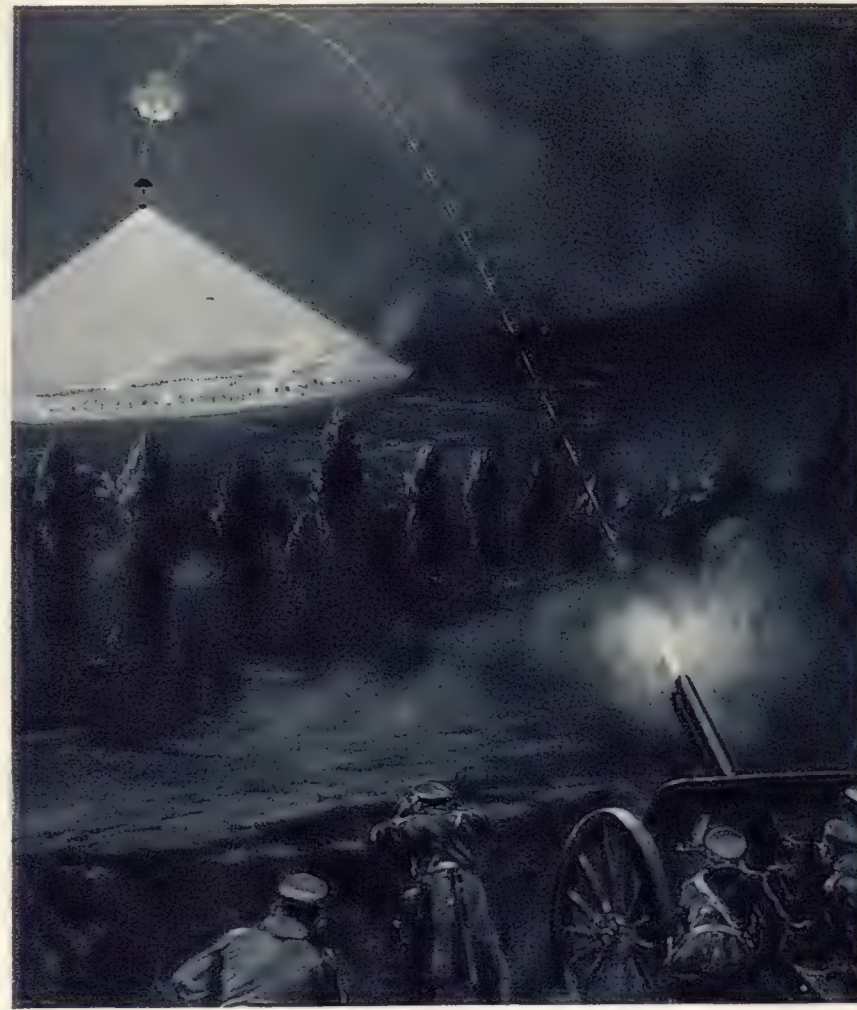
Every charitable organisation in France is devoting its fullest energies to the succour of the wounded, using its best endeavours to supplement the work of the national hospitals all over the country. Without such extraneous aid, indeed, it must have proved impossible to cope with the overwhelming numbers that are continuously streaming back from the front. Our photograph shows two wounded French

soldiers being attended to by one of the Sisters of Mercy attached to the Catholic Ambulance. No distinction of creed or race stands as a bar in these times, and the French Sisters—some of whom, as letters from the Front relate, have lost their lives while carrying on their ministrations under fire—do their utmost for all alike, whether Frenchman, Moslem, Turco, or German enemy.—[Photo. Farrington Co.]



"CAGED" IN CASE OF BURSTING: TESTING A BIG BRITISH GUN.

Our illustration shows how big guns are tested. The cage in the centre is of heavy rails in layers, to stop fragments flying in case the gun bursts. The rail-screen on the left prevents fragments doing harm in rear. Proof-charges are 25 per cent. above service charges. In the foreground (left) is the firing-butt for the testing-party firing with an electric wire shown by the dotted line.



A "SEARCHLIGHT" FIRED FROM A GUN: A PARACHUTE LIGHT-BALL SHELL.

Our illustration shows a Krupp device for warfare in the dark—the firing of shells enclosing a powerful illuminant, with parachute attachment. The shell carries a folded-up parachute, and when the projectile bursts the parachute drops, and clockwork mechanism suspended below lights the illuminant, which can remain in the air some minutes. Elsewhere we illustrate a kindred device used in the war—star-shells.—[Drawn by H. W. Kockkoek.]



THE "EMDEN" AT MADRAS: SHELL-HOLES IN AN OIL-TANK; BURNING OIL; AND SHELL DAMAGE TO A WAREHOUSE.

An official statement issued in Simla on September 23 stated: "A hostile cruiser appeared off Madras Harbour at half-past nine last night and started firing on the oil-tanks, setting two alight. On our guns replying the cruiser ceased firing, put out her lights, and steamed away, the whole affair lasting only fifteen minutes. In that bad quarter of an hour the elusive "Emden" managed to do some

damage and to set ablaze a million and a-half gallons of oil. Our large illustration shows two shell-holes in an empty oil-tank, with, behind this tank, dense volumes of smoke from two oil-tanks whose contents were set on fire. The smaller tank on the left had its roof hit and blown up as shown. The inset photograph shows a shell-hole in a wall of one of the Port Trust warehouses.



AT FULL GALLOP: A GERMAN FIELD-BATTERY MAKING ITS FINAL RUSH UP TO THE FIRING-LINE.

The general practice of the German field-artillery on nearing the scene of combat is for each battery, where possible, to take cover a little in rear of the intended first fighting-position. There the guns are loaded with shrapnel, target-scales are set approximately, and the various section-commanders, gun-captains, and gun-layers are told in a few words what is likely to be wanted of them. Special stress

is laid by German artillerists on the advantage of opening with a burst of fire to surprise their opponents, and the final rush up to the firing-line is always carried out at full gallop, the gunners unlimbering the instant that they halt, and getting off the opening rounds with the utmost rapidity. Our illustration is taken from a German illustrated paper.



MORE GERMAN VANDALISM: THE 16TH CENTURY ARRAS HÔTEL DE VILLE BURNED OUT.

The Hôtel de Ville of Arras, shelled and set on fire by the Germans, was one of the best-known specimens of sixteenth-century architecture existing in Northern France. It was specially noted for its fine Gothic façade on the south front, shown above. The graceful belfry was 244 feet high and surmounted by a crown. The building was fired during the bombardment which began on October 5; the tower fell before shell fire on the 21st.—(E. Ruff.)



FROM AFRICA TO THE AISNE: OFFICERS OF SENEGALESE IN THE TRENCHES.

The French "black" troops, as the Senegalese are sometimes called, to differentiate the West African Colonial soldiers from the lighter-skinned North Africans of the Turco regiments, are actively employed in the Champagne and Aisne districts. As previously described, their officers and senior N.C.O.'s are Frenchmen.



CENTRES OF HEAVY FIGHTING IN THE BATTLE OF THE SAND-DUNES: NIEU-PORT AND FURNES, BETWEEN OSTEND AND DUNKIRK.

The Admiralty stated on the 24th: "All yesterday the monitors and other vessels of the British bombarding flotilla fired on the German right, which they searched thoroughly and effectively in concert with the operations of the Belgian Army. All German attacks on Nieuport were repulsed." As regards our photographs, No. 1 shows the old Furnes Canal at Nieuport; No. 2, the harbour and the

Rue des Recollets at Nieuport; No. 3, a scene at Nieuport some years ago when Prince (now King) Albert and his consort were going on board a fishing-boat; and No. 4, the Loo Canal at Furnes. Nieuport is about ten miles from Ostend along the coast towards Dunkirk. Furnes, which lies a few miles inland, is about five miles south-west of Nieuport and some thirteen miles east of Dunkirk.



THE GREAT BATTLE OF THE LAND, THE SEA, THE AIR, AND UNDER-SEA: A GERMAN PATROL ON OSTEND BEACH.

The great battle near Ostend has been remarkable for the fact that so many different kinds of forces have been engaged in it. Besides the armies fighting on land, there were British war-ships bombarding the Germans from the sea, their fire directed by observers in balloons. The war-ships in their turn were attacked by German submarines, while aeroplanes hovered in the air. In the Admiralty report

of the 23rd it was stated that the British war-ships "came into action at daybreak off the Belgian coast. . . . The Germans replied by shells from their heavy guns, but owing to the superior range of the British Marine Artillery practically no damage has been done." On the 24th it was stated that the British vessels had opened fire on the German batteries at Ostend.—[Photo. by Newspaper Illus., Ltd.]



THE EMPTY PISTOL POINTED AT ENGLAND'S HEART: JUBILATION IN UNTER DEN LINDEN AT THE FALL OF ANTWERP.

Paris not having fallen as anticipated, all Berlin went into ecstasies over the fall of Antwerp: had not Germany then securely in her hand "the pistol pointed at the heart of England"? Napoleon's hundred-year-old saying was bandied about from lip to lip, and Berlin's jubilation was boundless. The difference between 1810 and 1914 did not touch German imagination. Then (leaving the British Navy out of

account) Antwerp had an open channel to the sea, some of the biggest men-of-war in the world were in harbour there, and ample means were at hand for keeping the pistol loaded. Antwerp as it fell into German hands was an empty pistol, the docks were in ruins, and the ships with blown-up engine-rooms; also Dutch neutrality barred access to the sea, leaving Sir John Jellicoe out, in addition.



LIKE "THE GREATEST HEROINES OF HISTORY": LADY DOROTHIE FEILDING WITH THE MUNRO FLYING AMBULANCE UNDER FIRE AT TERMONDE.

Mr. E. Ashmead Bartlett, describing in the "Telegraph" recently a visit to Dixmude during the battle, said: "Now for the first time I was introduced to the members of Dr. Munro's flying ambulance. I expected to find several surgeons and dressers, . . . always keeping a safe distance from the front. To my amazement I found the doctors, the dressers, and some English ladies arrayed in the most up-

to-date khaki uniforms. Their names should certainly enjoy an immortality associated with the greatest heroines of history. . . . Lady Dorothe Feilding and Miss Chisholm formed the female members of this most remarkable and useful voluntary organisation. . . . The splendid courage shown by these English ladies . . . is one of the wonders of this war of wonders."



"GUNS" MADE OF TREE-TRUNKS AND HAY: "FAKE" ARTILLERY.

The use of aeroplanes for scouting purposes has brought into being a new device of warfare, in the shape of dummy guns designed to deceive the aerial observer, according to whose reports the enemy direct their artillery-fire. As mentioned on other pages in this Issue, "dummy" guns, composed of logs similar to the above, drew the German fire for some time near Soissons.



WHERE 300 FELL ON EACH SIDE: FRENCH SOLDIERS BURYING GERMANS.

The correspondent who sends us this photograph states that in the trench shown in it the bodies of three hundred Germans were buried by the French, while an equal number of French dead were being buried at a spot just beyond. To add to the dismalness of the scene, rain was falling while the men were engaged on their gruesome but very necessary task.



FALLEN IN THE CHARGE: TURCOS KILLED AT SOIZY-AUX-BOIS.

The Turcos, or Algerian Tirailleurs, are fighting gallantly for France, and have left many of their dead on French soil. They particularly distinguished themselves near Mézières and at the Château of Mondement. The attitude of the bodies shows that they fell while advancing against the enemy. Our correspondent states that they were charging the German trenches at Soisy-aux-Bois during the Marne.



KILLED WHILE CHARGING: FRENCH AND GERMANS FALLEN SIDE BY SIDE.

This photograph, our correspondent states, was taken after the French charge near Fère-Champenoise. The body stretched at full length is that of a German soldier. Those beyond, fallen forward on to their knees, are French infantrymen who evidently fell while charging. Fère-Champenoise is near Epernay, and about five miles from Morains, where French drove Germans out of their trenches.



HAPPILY, A RARE MISFORTUNE: A BRITISH AEROPLANE AFTER AN ACCIDENT WITHIN THE BRITISH LINES.

Accidents to British aeroplanes in the war have, so far, from all accounts, been surprisingly few. This immunity is the more remarkable having regard to the daringly adventurous manner in which our airmen have on so many occasions handled their machines, monoplanes and biplanes alike, repeatedly flying over the German positions at dangerously low altitudes within rifle-shot of the enemy, in their

keenness to obtain accurate information. Our photograph shows a case where an aeroplane of ours has met with an accident within the British lines. Ample facilities are available with each air-squadron for the prompt refitting of machines. A train of vehicles is attached to the aviation-camps: motor-wagons equipped as aeroplane repair-shops, manned by expert mechanics.—[Photo. by Illustrations Bureau.]